PHOTOGRAPHIC INTERPRETATION REPOR



PROBABLE LONG RANGE SAM LAUNCH COMPLEX MOZHAYSK, USSR

25X1

JULY 1967 COPY 16

Declass Review by NIMA / DoD

25X1

GROUP 1: EXCLUDED FROM AUTOMATIC DOWNGRADING AND DECLASSIFICATION

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PHOTOGRAPHIC INTERPRETATION REPORT

PROBABLE LONG RANGE SAM LAUNCH COMPLEX MOZHAYSK, USSR

JULY 1967

NATIONAL PHOTOGRAPHIC INTERPRETATION CENTER

25X1

Babayevo ●

orshchev

Kalinin Cherepovets

Kiyev Mozhaysk - Kimry

MoSKVA - Kostroma

Fereslavi-Zalesskiy

Sharya

Murashi

SEA

Borshchev

Feodosiya

IRAN

NORWAY

Volga Nizhniy Tagil ● Volgograd [¶] • Kapustin Yar Sverdlovsk Chelyabinsk Tomsk • Krasnoyarsk

• Nizhnyaya Tura

Sary-Shagan

1 • Luke
2 Bulkhush

CHINA MONGOLIA AFGHANISTAN Probable long range SAM launch complexes

FIGURE 1. DEPLOYMENT OF PROBABLE LONG RANGE SAM LAUNCH COMPLEXES, USSR. Approved For Release 2003/06/20 : CIA-RDP78T04759A006900010012-9

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Angarsk •

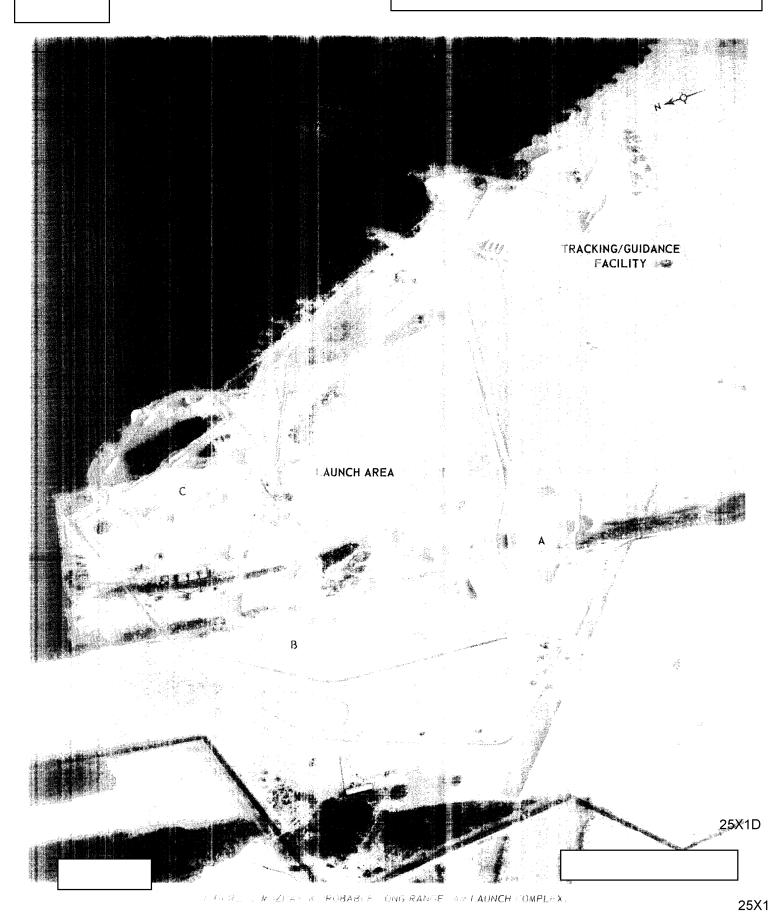
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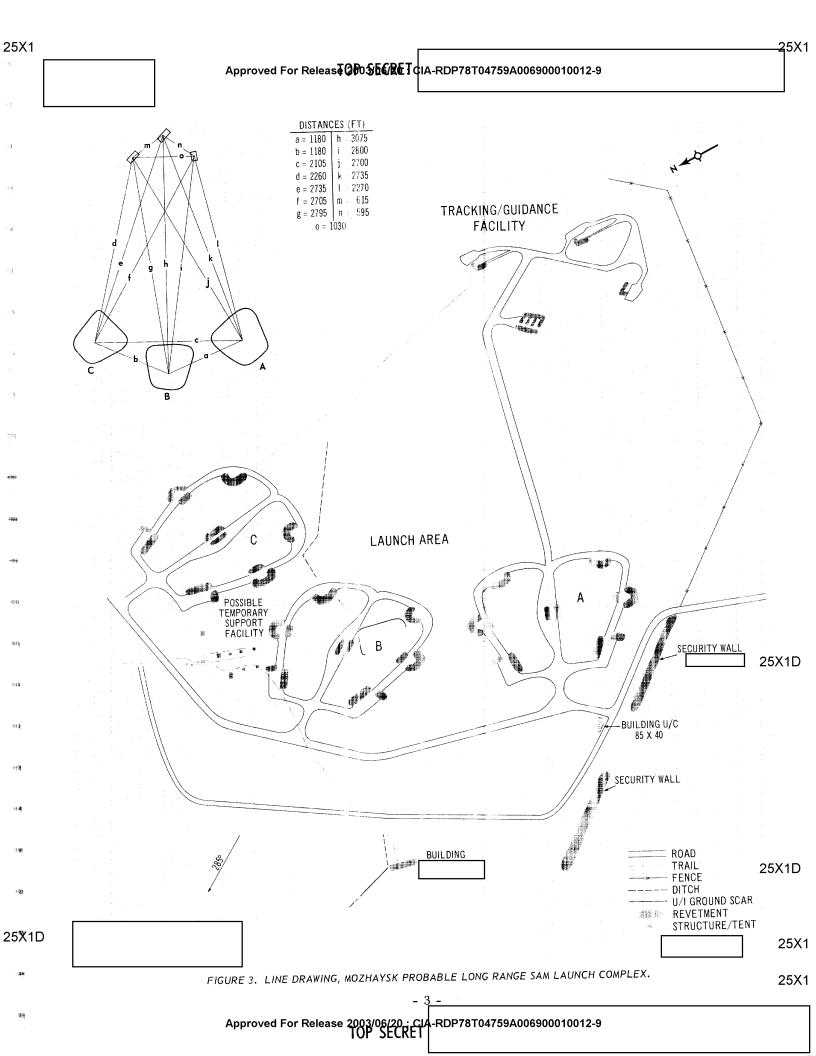
OF

EAST SIBERIAN C

Khabarovsk

25X1	TOPASE 60 For Release 2003/06/20 : CIA-RDP78T04759A006900010012-9	25X1
	The Mozhaysk Probable Long Range SAM (PLRS) Launch Complex (Figure 1) is located approximately 11 nautical miles (nm) northwest of Mozhaysk, 62	
	nm west-southwest of Moskva, and 58 nm south of Kalinin at 55-38-00N 35-48-00E. 1/	
) EV 4 D	This complex can be negated When first	25X1D
25X1D	observed the complex was in a midstage of construction, consisting of 3 launch sites and an electronic site, all enclosed in	
	a probable security fence. Minor ground scars and some possible temporary	25X1D
	support facilities detected may have been the	
	first construction activity. Information for this report was obtained primarily from large-scale	25 % 5/81
25X1	photography (Figures 2 and	20A401
25X1D	3). Analysis indicates that the complex is in a mid- to late-stage	
	of construction. There is no evidence of construction on the missile-handling	
	facility, and, although no evidence is available to indicate construction of sup- port facilities, some possible temporary support facilities are located adjacent	
	to Launch Site B. These facilities are believed to be composed of tents, however,	
	and probably will be removed when construction activity is concluded.	
	Launch Area	
	Generally speaking, the 3 launch sites, designated $A,B,$ and C (Figures 4,	
	5, and 6) appear to be in the same stage of construction. Each site has 6 launch	
	positions, designated 1 through 6, and a control revetment. All revetments in the launch area appear to be complete.	
	Presence of snow makes it difficult to determine the exact status of the	
	individual launch positions, but it appears that all positions have received grad-	
	ing, and are ready for equipment installation. No rails, missiles, or missile-	
	related equipment are discernible at this time. The revetment configurations for corresponding launch positions at each of	
	the 3 sites are identical. Positions 1 and 6 at all 3 launch sites are revetted by	
	2 linear-shaped earth mounds arranged in an L-shaped pattern	25X1D
25X1D	apart, allowing the circumferential road to pass between them. The revet-	25X1D
	ments immediately behind the launch points are long, and revetments between the rail positions and the control area are long.	25X1D
	ments between the rail positions and the control area are long. Positions 2 and 5 have a revetment design of similar configuration at all 3	23/10
	sites. The pattern here is also of a drive-through type, with a	25X1D
	long linear mound between the rail positions and the control area. The outside	25X1D
	arc-shaped revetment has a chord length Λ single arc-shaped revetment, opening away from the central control, is located at Positions 3 and	
	4 at all 3 sites, and has a chord length The control revet-	25X1D
	ments consist of 2 parallel linear earth mounds apart and 110 to 130	25X1D
	feet long.	
	Tracking/Guidance Facility	
	The tracking/guidance facility (Figure 7) is located east of the launch area	
	and consists of 3 completed radar mounds, approximately 20 feet high, and control revetments. Each of the mounds has a small L-shaped equipment re-	
	vetment attached to its base. The revetted area for the control point has 3	
25X1D	separate bays faced by a linear revetment	25X1D
25X1D	Ducarrae of approximation of soble soons difficult. At this time	
	Presence of snow makes detection of cable scars difficult. At this time, however, they do not appear to be established.	25X1D
	electronic equipment had been observed at Mozhaysk.	20,(10





25X1D

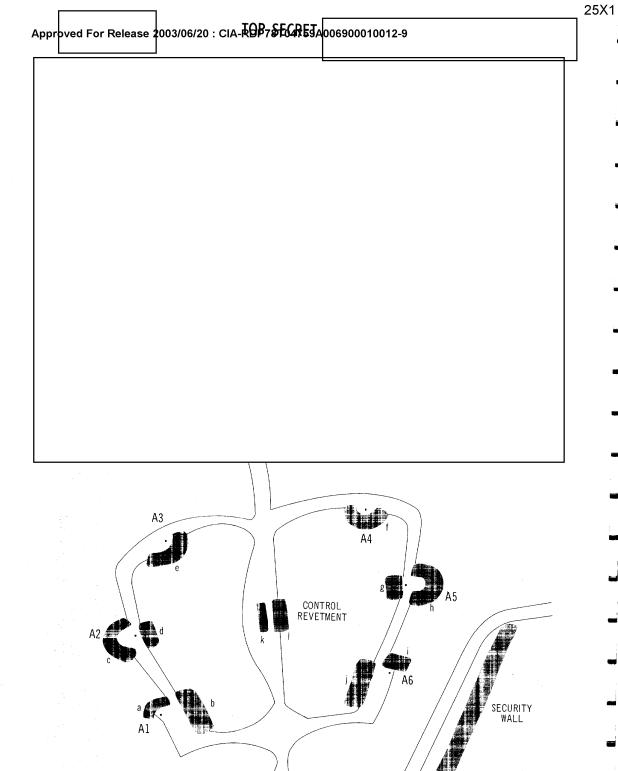


FIGURE 4. LAUNCH SITE A, MOZHAYSK PLRS LAUNCH COMPLEX.

BUILDING U/C 85 X 40

ROAD REVETMENT

APPROXIMATE CENTER OF

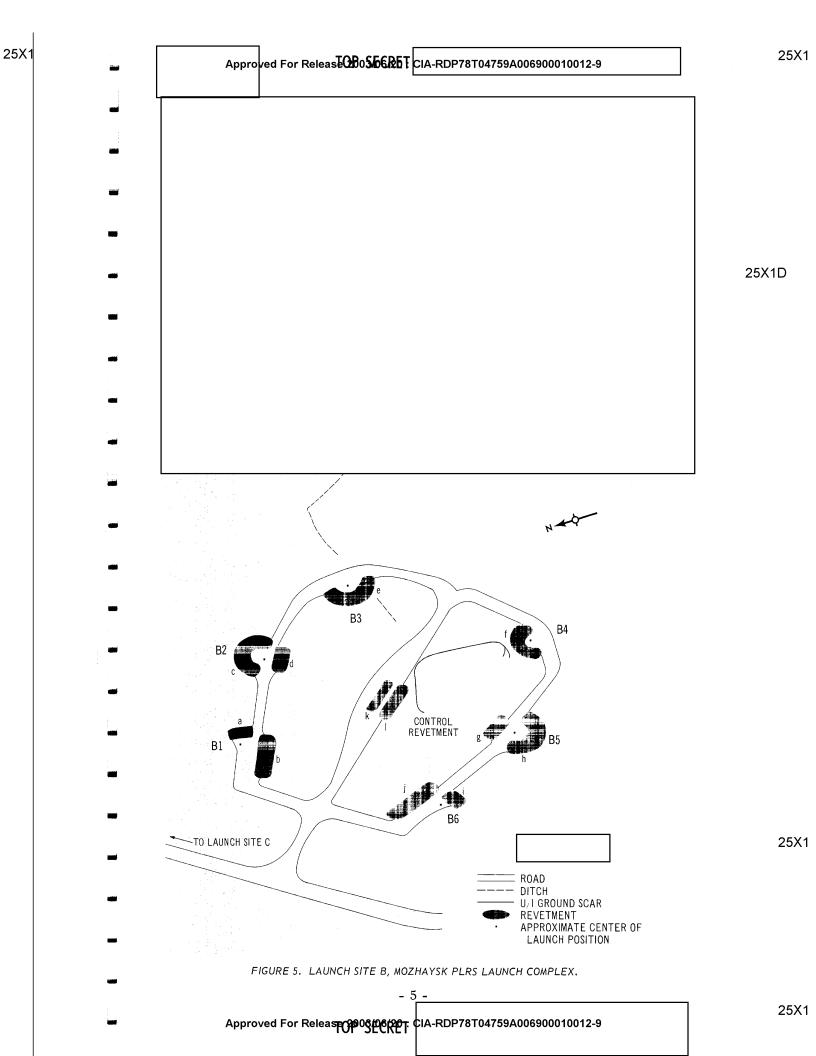
LAUNCH POSITION

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TO LAUNCH SITES B & C

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25X1



25X1D

25X1

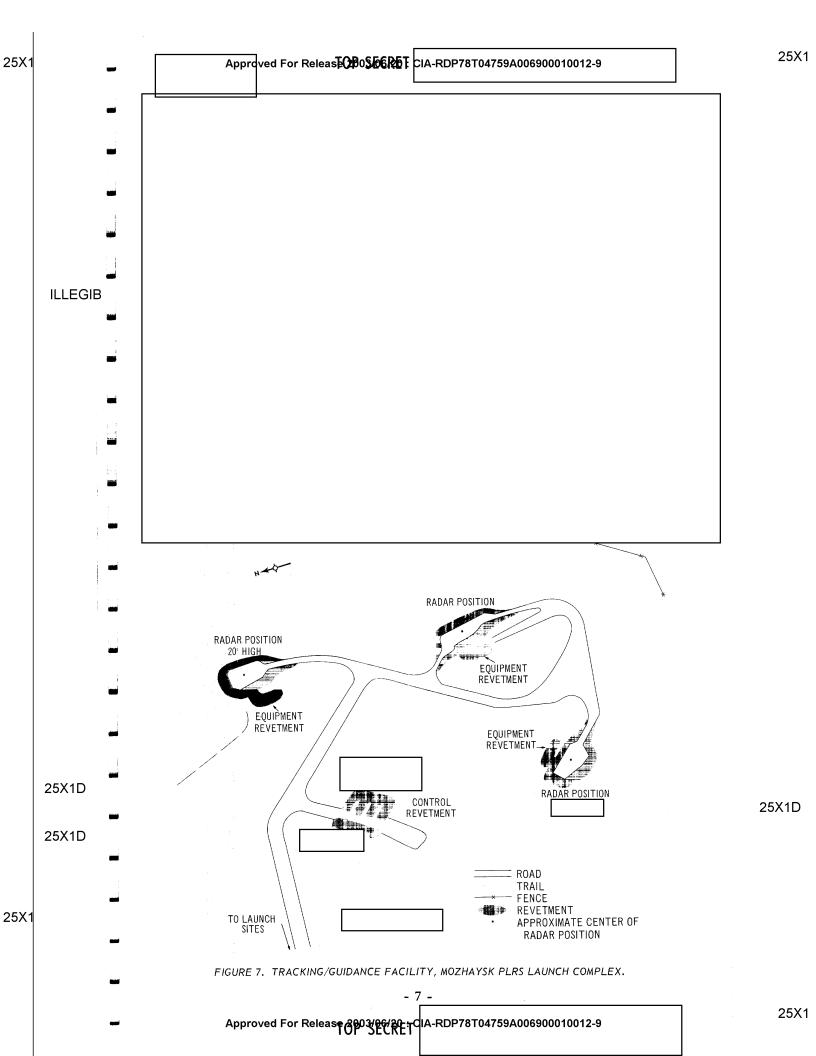
ROAD TRAIL DITCH REVETMENT 411 STRUCTURE/TENT C3 护 APPROXIMATE CENTER OF LAUNCH POSITION C2 C1 C4 CONTROL REVETMENT POSSIBLE TEMPORARY

FIGURE 6. LAUNCH SITE C, MOZHAYSK PLRS LAUNCH COMPLEX.

TO LAUNCH SITE B

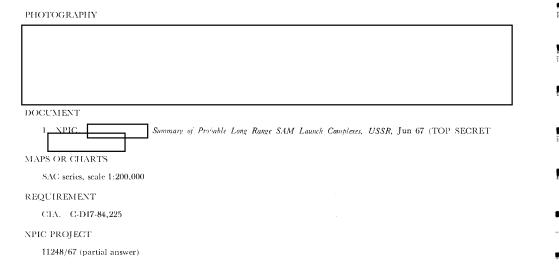
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SUPPORT FACILITY



REFERENCES

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